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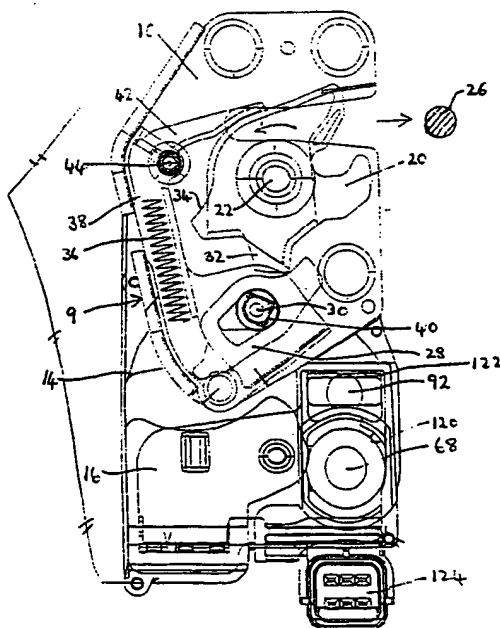
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**Vehicle door latch.**

Unitary integrated door latch assembly for vehicles, best seen in Figure 1, has retention mechanism including a rotary or other latch bolt (20) which engages a door post striker (26), locking mechanism for locking and unlocking the retention mechanism, and electrical actuation (68,92) and switching means for remote operation of the assembly and/or operation of latch assemblies of other doors of the vehicle e.g. as part of a central locking system, the assembly being in the form of a unit having a body or housing (14,16) containing at least the electrical components and preferably also the mechanical components substantially sealed for protection and to resist tampering, and with electrical circuitry moulded into the body for plug-in connection of actuators, switches and other electrical components and for plug-in connection (124) to external circuitry, the housing accommodating various selections of electrical components so that a common standard unit can be readily adaptable to different modes or systems of operation e.g. to provide a super-locking facility if required.



This invention relates to vehicle door latches incorporating locking mechanism for securing the vehicle against unauthorised entry. More specifically the invention relates to said door latches incorporating an electrically powered actuating facility for remote operation of the latch by a central locking system of the vehicle and, preferably, incorporating a selectively operable powered superlocking facility whereby the latch cannot be freed from a locked condition even if an intruder gains access to latch actuating elements within the vehicle e.g. the interior door handle or sill button as by breaking a window or probing into or through the door. The latter facility is variously referred to as "deadlocking" or "double locking" in some other contexts but the term "superlocking" will be used herein.

Examples of known latches having these facilities are described inter alia in our patents or patent applications GB 2 207 698 and equivalent EP 0 302 642 and U.S. 4 986 098; and in GB -A-2 227 049 and equivalent EP-A-0379273.

The object of the present invention is to provide a vehicle latch which is economical and simple to manufacture and install, durable and reliable in use, which provides a high standard of security against unauthorised entry to the vehicle, and which is readily operable or adaptable to be operated in a variety of centrally operated or other control modes.

According to the invention there is provided a vehicle door latch assembly including retention mechanism having a latch bolt operatively co-acting with a door post striker for latching the door in use, locking mechanism selectively operable to lock and unlock the retention mechanism, a primary electric actuator linked for selective powered operation of the locking mechanism, and electrical circuit means connected with said actuator characterised in that the assembly further comprises a body locating the retention mechanism, the locking mechanism, the actuator, and the circuit means in their operative relationship and formed to accommodate one or more additional electric components in operative connection to said circuit means; a housing part of said body containing at least the actuator, the circuit means, and any said additional electric component or components for installation of the assembly as a single unit with at least all electric elements of the assembly substantially protected within said housing part.

An example of the invention is now more particularly described with reference to the accompanying drawings wherein

Figure 1 is a sectional side elevation of retention mechanism and other parts of a vehicle door latch assembly;

Figure 2 is a sectional end view corresponding to Figure 1;

Figure 3 is a side view of the retention mechanism and related components;

Figure 4 is a side view of power actuated locking

and superlocking components of the latch; and

Figures 5, 6 and 7 illustrate the incorporation of respective electrical operating and monitoring switches in the latch; and

Figure 8 is a plan view of an electrical circuit stamping prior to incorporation in a body moulding of the latch.

The complete latch is designed as an integrated unit incorporating manual and power actuation components and their immediately related circuitry, and switching for the latter, in a single assembly with plug-in electrical connection to external circuitry so that it can readily and speedily be installed on the assembly line or if replacement is needed in service e.g. due to accident damage.

Thus, the body of the latch which locates and contains the components of the mechanism comprises a retention plate 10 which locates and contains retention mechanism referred to hereafter, a main body shell 12, a body cover 14, an outer moulding 16 and a metal back plate 18 which are assembled and secured together in sandwich fashion as shown in Figure 2.

The locking and superlocking mechanism of the latch is contained within a housing chamber defined by shell 12 and cover 14 which is sealed against ingress of dirt and moisture.

The retention mechanism 9 located in and by retention plate 10 is best seen in Figure 1 and comprises a latch bolt in the form of a latch claw 20 mounted rotatably on a claw rivet 22 and defining a mouth 24 for coupling with a cylindrical portion of a striker formation shown diagrammatically at 26 in Figure 1 which will be mounted on the vehicle door post in conventional manner. It is to be understood that a form of claw or other bolt cooperating with other forms of striker, eg a wedge type striker, could be used as is known in the art.

Claw 20 is formed from metal but is provided with a coating or partial coating of plastics material, in particular the jaw portions defining mouth 24 are provided with plastics facing having a degree of resilience which will accommodate any slight misalignment or manufacturing tolerances and wear to provide snug and substantially rattleproof engagement with the striker 26.

A claw pawl 28 is located on a stud 30 for angular movement into and out of engagement with angularly spaced locating faces 32, 34 of claw 20 to retain the latter at door ajar and door fully secured positions in known manner, the pawl being resiliently biased towards the claw eg by a torsion spring so that the formations 32, 34 can snap past the pawl during counter-clockwise rotation of the claw as viewed in Figure 1, i.e. during closing of the door.

A compression spring 36 located in a spring housing 38 biases claw 20 in the clockwise direction i.e. for its positive engagement with the retention pawl, the

biasing force being applied through a claw position lever 42 as referred to below.

Pawl 28 is not directly journaled on stud 30, a pawl drive dog 40 is received directly on stud 30, an elongated aperture of the pawl locating thereon, the co-acting part of dog 40 being shaped to provide lost motion connection with the pawl. Thus selective angular displacement of dog 40 by the latch mechanism will carry pawl 28 out of engagement with claw 20 to free the latter for opening of the door but motion transmitted to pawl 28 from claw 20 on closing the door as referred to above is not transmitted to or through dog 40. This substantially reduces inertia and resistance to movement of pawl 28 as the door is closed and also eliminates any free wheeling motion of the latch mechanism associated with dog 40 during door closing so providing effective and positive pawl action and reducing noise and wear and tear on the latch mechanism as the door is slammed or otherwise shut.

The claw position lever 42 referred to above is pivoted on a stud 44 carried on an end portion of spring housing 38 and has an arm bearing on a face of claw 20 remote from formations 32, 34 urging the claw clockwise as viewed in Figure 1. This lever also serves to sense the angular position of the claw, a crank pin 46 (Figure 5) thereon being linked to open and close a door ajar switch 48 by means of a connecting lever 50 within the main housing. Switch 48 provides a warning signal through an appropriate circuit provided on the vehicle indicating, e.g. visually by means of a warning light, that a door is not fully closed.

Also located within the body chamber is the manually and power actuated locking mechanism 59 which controls displacement of pawl 28 to free claw 20 to unlock and/or open the associated door.

Firstly, substantially conventional manually actuated locking mechanism is provided for operation of the latch directly from the actuating elements of the associated door assembly. With the latch in unlocked condition respective linkage between the inside and outside door handles operates pawl 28 by displacement of dog 40 for opening the door. Locking the door manually disables unlatching by means of the external door handle, said locking being effected by a conventional push-pull sill button and/or by means of a key actuated lock cylinder on the outside of the door in known manner. Components of these parts of the mechanism are not described in detail except as incidental to other aspects of the construction and operation. Apart from the linkages or other connections to the door handles, sill button, and lock cylinder this locking mechanism is sealed within the housing.

Referring particularly to Figure 4 located within said housing is a locking quadrant 60 fulcrummed on a quadrant stud 62. A toothed sector 64 of the quadrant is engaged by a drive pinion 66 of a primary actuator being an electrically powered locking actuator

motor 68 (Figures 1 and 2), its connection to pinion 66 being through a self-acting clutch assembly of known kind. An arm 72 of quadrant 60 is pivotally connected to a clutch link 74 for longitudinal displacement of the latter between engaged and disengaged conditions. In the engaged condition a drive pin 76 at the end of link 74 remote from arm 72 engages in a mating slot of a pawl lifting piece 78. Lifting piece 78 is pivoted coaxially with pawl 28 for angular movement about the axis of pawl stud 30. Figure 4 shows the disengaged position, pin 76 being out of said slot.

A sill button bell crank lever 80 is also pivoted coaxially with stud 30 and includes a downwardly depending arm 82 mounting a pin 84 which projects into a window 86 defined in quadrant 60. Window 86 is shaped to prevent or limit angular movement of crank 80 and/or to transmit angular drive therebetween in predetermined paths and positions.

With the mechanism in the engaged condition sill crank 80 is drivingly connected to pawl lifting piece 78 by means of the pin 76 on clutch link 74 thus either door handle can be operated to shift pawl 28 for opening of the door from the interior or exterior of the vehicle. With quadrant 60 displaced angularly clockwise from its extreme engaged position, pin 76 is shifted to the right as viewed in the drawings out of engagement with lifting piece 78 thus disconnecting the door handles for any movement of the pawl. It will be noted that in this condition the sill lever 80 and hence the associated sill button is in a "freewheeling" condition i.e. they can still be displaced but without any effect on the remaining mechanism. This has the advantage that any attempt to unlock the latch by probing inside the door to engage the sill button or its connecting link to lever 80 will have no effect even if movement thereof takes place or bending or pulling forces are applied thereto in an attempt to force the latch. Similarly forcing the door handle or engaging or forcing their linkage with the latch will have no effect.

The locked condition of Figure 4 can be obtained by manual operation of a key in the key cylinder of the door or by remote actuation e.g. as part of a central locking system of the vehicle, by powering motor 68 for the requisite movement.

A pivoted super-lock inhibiting hook 90 is normally resiliently urged to the positions shown in Figure 4 at which it engages an abutment on quadrant 60 to limit its displacement in said clockwise direction so determining the position of Figure 4 where the door is in the normally locked condition.

To effect super-locking a signal is passed to a separate secondary actuator being a super-lock motor 92 (Figures 1 and 2) which rotates hook 90 anti-clockwise away from quadrant 60 thus freeing the quadrant for motor 68 to drive it further clockwise beyond the Figure 4 position to a super-locking position. In this position the latch is doubly secured in that it cannot be actuated by either door handle or the sill

button. The sill button is disengaged to the free wheeling condition and the pawl dog 40 (Figure 1) is positively retained with pawl 28 engaged with claw 20, thus the latch is rendered fully inoperable while the superlocked condition is maintained.

It will be noted that super-locking motor 68 need only be energised to shift hook 90 away from quadrant 60 i.e. it only needs to be powered momentarily during the superlocking process. It is not used for shifting any superlocking member into a blocking condition or maintaining the latch mechanism in a blocked or locked up state. Thus the superlocking motor can be a small low powered unit and its related mechanism is not subjected to any loading by the mechanism or locking forces.

As well as the integration of door condition sensing switch 48 into the assembly further switches of the central operating system are also integrated therewith, for example as shown in Figures 6 and 7. In Figure 6 a central deadlocking switch 100 is located to co-act with an operating formation 102 on quadrant 60 when the latter is shifted to the superlocked position. This provides a signal for automatically superlocking all other locks on the vehicle fitted with this facility when a lock having this switch is itself superlocked e.g. by use of the key in the relevant door lock cylinder. In Figure 7 a switch 104 responsive to operation of the key in said lock cylinder is also integrated with the latch by being actuated in response to angular movement of key lever 106. Provision of integrated switches in this way eliminates the need to provide any switches or electrical circuitry associated with the key cylinder itself, thus avoiding the inconvenience of having to instal switches and connect wiring thereto within the door and also better protecting the switches and the associated circuitry from damp and dirt, indeed, as the switches are sealed within the latch housing for full protection they can be lighter duty components which are less costly and smaller in size whilst still assuring reliable operation.

The outer moulding 16 has an electrical circuit integrated therewith by providing a unitary metal etching stamping or pressing 110 as shown for example in Figure 8 including connecting tabs for the motors, integrated switches, and for forming part of a connecting socket receiving a plug-in connector providing all the external electrical connections to the latch. This pressing is moulded into the moulding 16 and the connecting tabs etc are shaped as appropriate for mating electrical connections to contacts of the locking motor 68 which is received in socket 120, the superlocking motor 92 which is received in socket 122 and said electrical connector which is received in socket 124. Apart from said connections the circuit pressing is encapsulated and insulated and protected by the plastics material of the moulding. In order to separate the leads of the circuit as may be required for the particular form of operation desired, bridging portions of the

pressing are removed after said moulding by pressing or drilling holes or otherwise removing parts at appropriately selected positions e.g. at some one or more of the positions shown as 1-6 in Figure 8. This enables the electrical assembly of the latch to be completed by simple insertion of components without need for any loose wiring or soldering, not only are the electrical connections so provided much more reliable and durable but assembly and/or interchange of electrical components is greatly facilitated while keeping a compact construction and with some adaptability in providing variations in circuit connections without need for different components. For example, for some applications, the superlocking facility may not be required and/or some of the switches 48, 100, 104 described above may not be needed.

It is contemplated that certain electrical components of the circuit, e.g. resistors, could possibly be provided by being moulded into moulding 16 in conjunction with the circuit pressing or stamping described above.

The latch mechanism is preferably sealed against ingress of damp and dirt. Firstly the housing or chamber defined by shell 12 and cover 14 will be sealed at the joint between those components by provision of a suitable elastomeric or other gasket, or by providing integral flexible sealing lips or skirts.

Secondly, it is preferred that sealing of any pivot shafts and moving or other components extending through the walls of said chamber is provided by integral flexible sealing lips or skirts moulded integrally with the component concerned and/or integrally with the portion of the housing surrounding the pivot bearing aperture or the like. This eliminates the need for O rings or similar sealing elements, again substantially simplifying manufacture and assembly. The effective sealing of the latch mechanism means that the bearings of the motors and similar vulnerable parts of the mechanism, particularly the electrical components, need not themselves be sealed or protected, again reducing cost. Furthermore, it is contemplated that by selecting appropriate materials, notably plastics, possibly having a low friction and/or self-lubricating composition e.g. having a silicon content, lubrication might be largely dispensed with or significantly reduced, except possibly for use of lubricant-impregnated bearing bushes in such items as the motors. Elimination of or reduction in the need for oil and grease in vehicle door latches has substantial practical advantages. All lubricants inevitably deteriorate in time and this is particularly the case in vehicle components which are subjected to extremes of cold and heat. Lubricant attracts and holds dirt and grit and can therefore be a cause of substantially increased wear and tear. Use of selected plastics and plastics coated or faced components might provide acceptably quiet operation even without lubricant with only minimal application thereof.

While an external mechanical key cylinder type lock has been referred to above it is to be understood that the latch of the invention may be readily used in combination with other types of coded key or equivalent locks eg remote actuated infra red or like pulse coded locks, optical or card reading locks and the like.

#### Claims

1. A vehicle door latch assembly including retention mechanism (9) having a latch bolt (20) operatively co-acting with a door post striller (26) for latching the door in use, locking mechanism (59) selectively operable to lock and unlock the retention mechanism, a primary electric actuator (68) linked for selective powered operation of the locking mechanism, and electrical circuit means (110) connected with said actuator, characterised in that the assembly further comprises a body (10-18) locating the retention mechanism, the locking mechanism, the actuator, and the circuit means in their operative relationship and formed to accommodate one or more additional electric components (122 etc) in operative connection to said circuit means; a housing part of said body containing at least the actuator, the circuit means, and any said additional electric component or components for installation of the assembly as a single unit with at least all electric elements of the assembly substantially protected within said housing part.
2. An assembly as in Claim 1 characterised in that the housing part of the body has the electrical circuit means (110) integrated into its wall structure for plug-in connection to circuitry of the vehicle on installation.
3. Vehicle door latch assembly as in Claim 2 characterised in that the circuit means includes a metal circuit formation (110) integrated into said housing wall structure by incorporation during moulding of the latter from plastics material, any isolation between parts of the circuit formation needed to adapt it to the combination of electrical components used in a particular assembly being provided by removal of one or more selected parts (Fig.8, 1-6) of the integrated wall structure and circuit formation after moulding.
4. An assembly as in Claim 2 or 3 characterised in that said actuator (68) and any additional said electric components have plug-in electrical connection with the circuit means (110) within the housing.
5. An assembly as in any preceding claim character-

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ised in that it includes a said additional electric component being switching means (100) responsive to predetermined conditions of one or more moving parts of said mechanisms or actuator.

6. An assembly as in any preceding claim characterised in that it includes a said additional electric component being a secondary electric actuator (92) selectively operable to secure the mechanisms in a superlocked condition.
7. An assembly as in Claim 6 characterised in that the secondary actuator (92) is selectively energisable to set the mechanism in a superlock condition to which it is operatively driven by a continued or further operation of the primary actuator (68), the secondary actuator operating only to shift a blocking element (90) to a disengaged position to free the mechanism for said continued or further operation.
8. An assembly as in Claim 6 or 7 characterised in that the locking mechanism is so arranged that when put into the superlocked condition a sill button, internal door handles or other manual actuating element outside the assembly is rendered inoperative to preclude unlocking of the latch but is or are left free for displacement through its or their normal range of movement.
9. An assembly as in any preceding claim characterised in that it includes a said additional electrical component being key position responsive switching means (104) operating in said circuit means in response to actuation of a door key or other key actuated manual control of the vehicle in use.
10. An assembly as in any preceding claim characterised in that the housing part substantially encloses at least a major part of the retention and locking mechanisms (9,59).
11. An assembly as in Claim 10 characterised in that the body is formed from one or more plastics mouldings (12,14,16) incorporating integral flexible sealing lips or skirts around pivot shafts and joints for sealing the housing without need for separate seals and gaskets.
12. An assembly as in any preceding claim wherein the retention assembly latch bolt (20) is rotatable to and from a latched condition, said retention mechanism further including a retention pawl (28) for releasably retaining the bolt in said condition; characterised in that the remainder of the retention mechanism has lost motion connection with the pawl whereby said remaining part of the mechanism is not displaced during movement of

FIG. 1

FIG. 2

FIG. 3

FIG. 4

FIG. 5

FIG. 6

FIG. 7

FIG. 8

FIG. 9

the pawl as latching takes place.

13. An assembly as in Claim 12 characterised in that the retention mechanism further includes a resiliently loaded bolt position lever (42) coacting with the bolt (20) to bias it for positive engagement with the retention pawl (28).

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14. An assembly as in Claim 13 characterised in that the assembly includes a said additional electrical component being a bolt position switch (48) actuated by movement of the bolt position lever (42) to provide a signal indicative of the bolt position.

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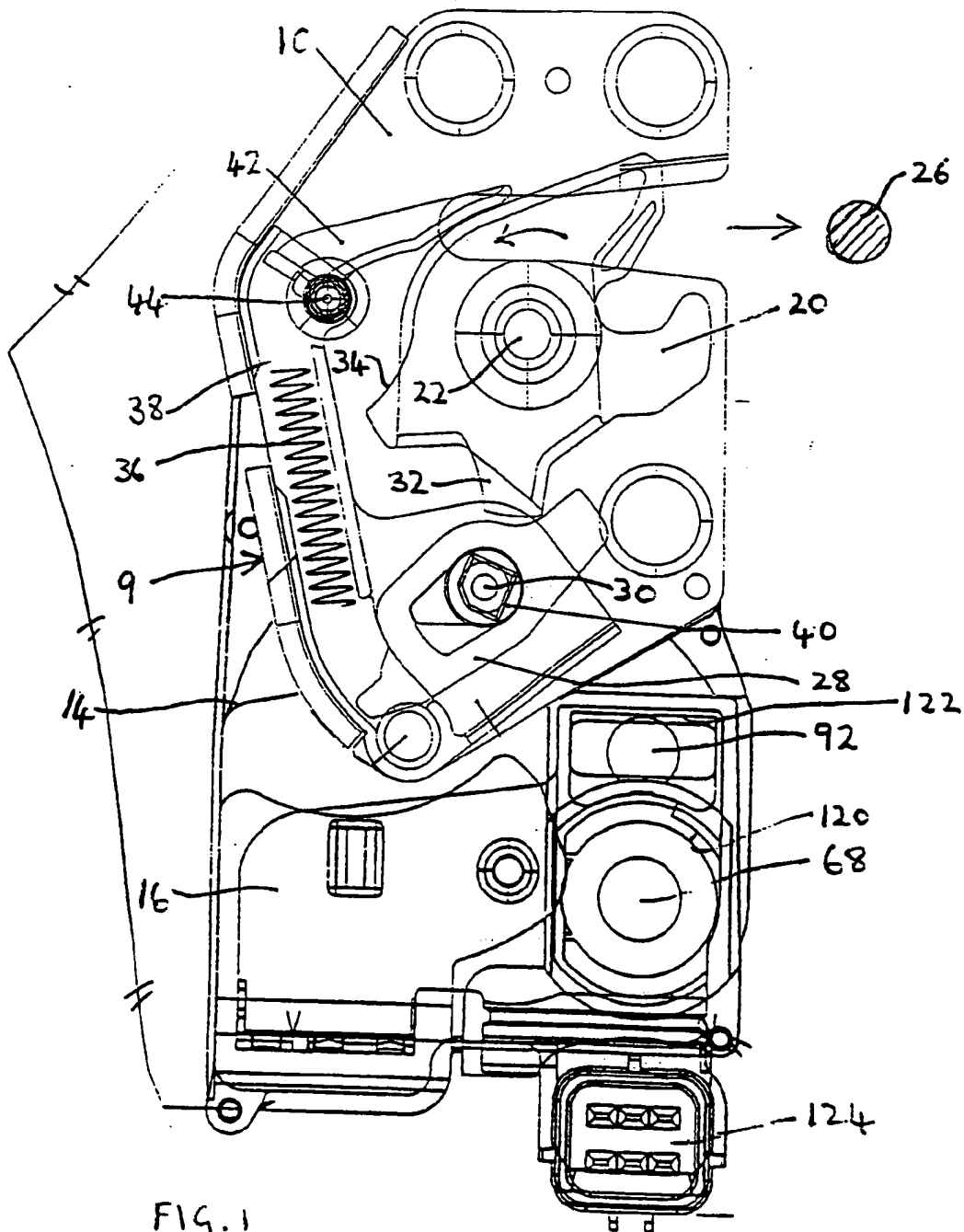


FIG. 1

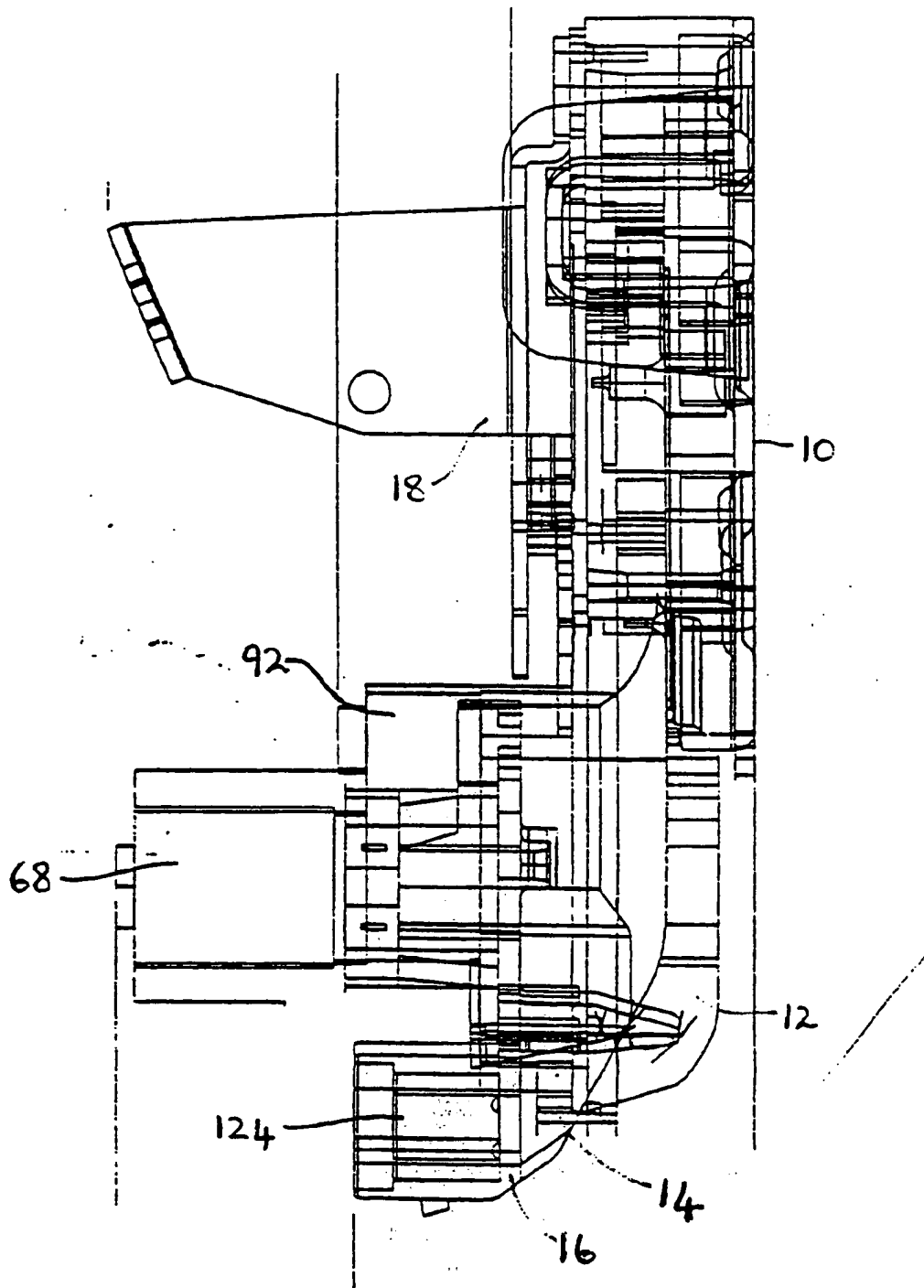


FIG. 2



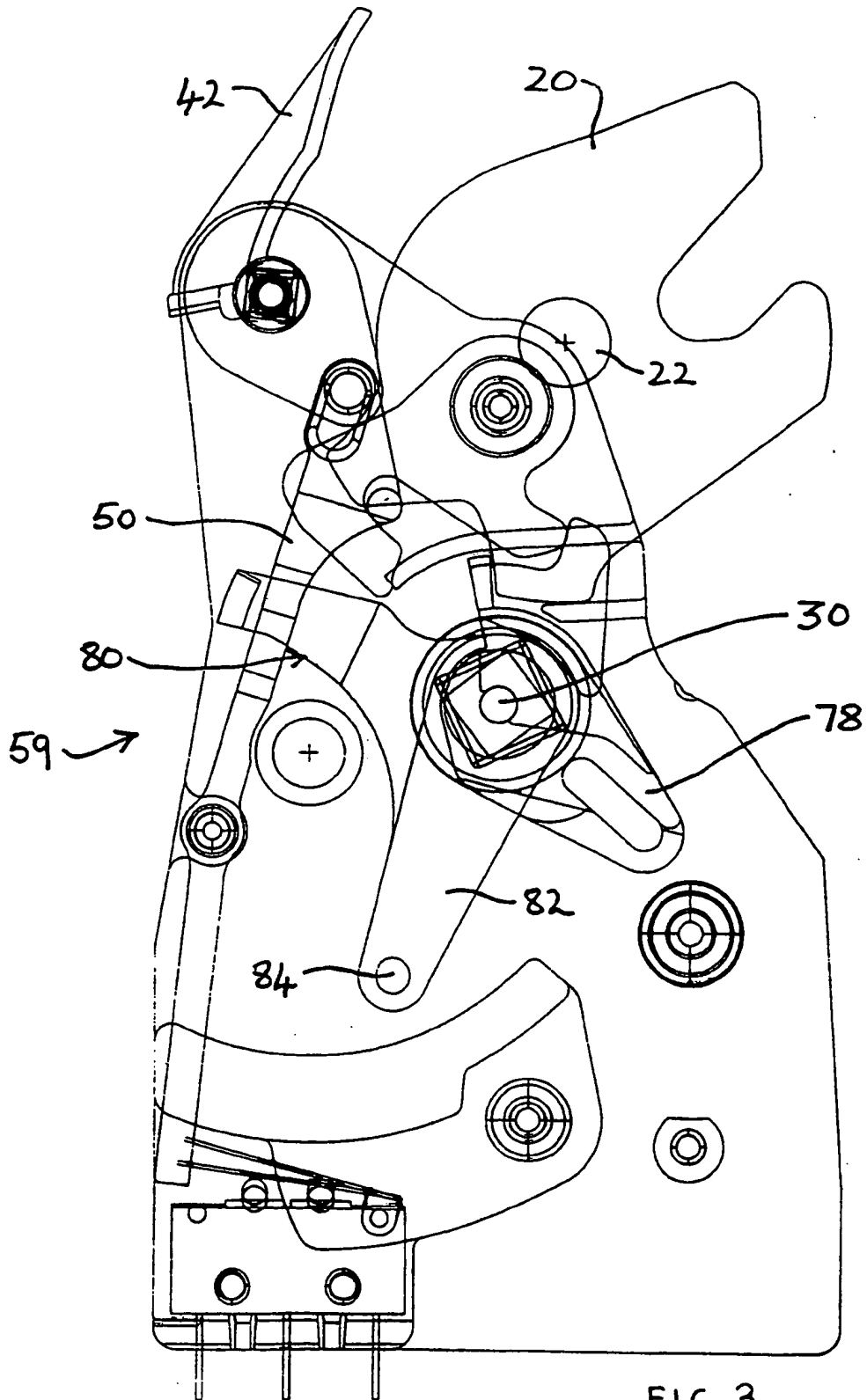


FIG. 3

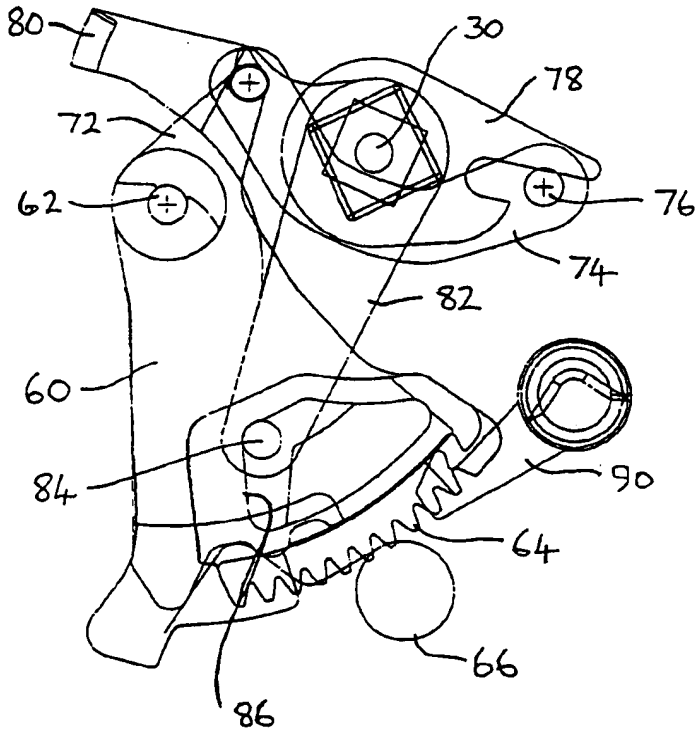


FIG. 4

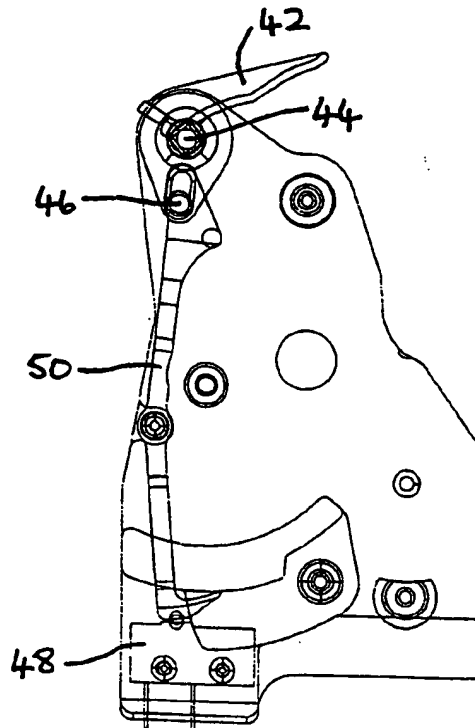


FIG. 5

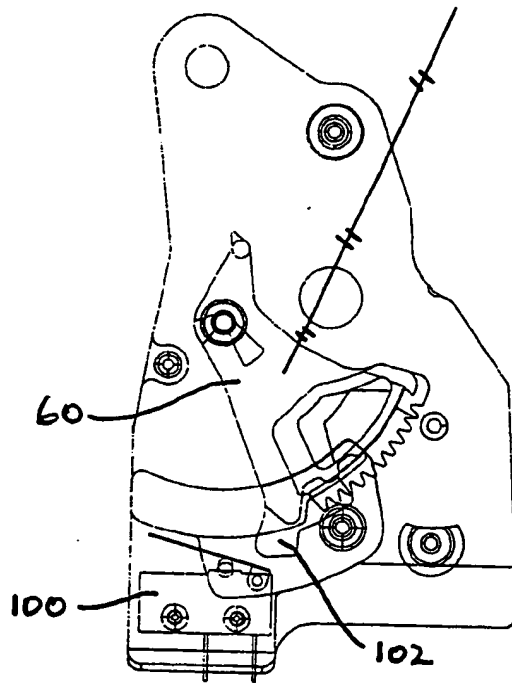


FIG. 6

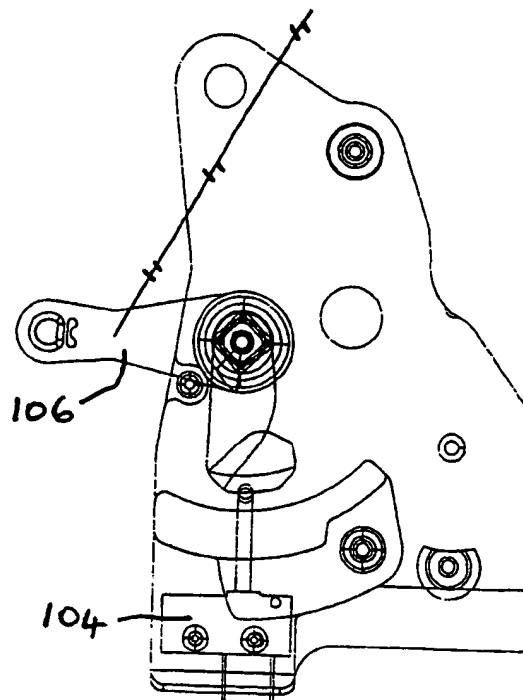


FIG. 7

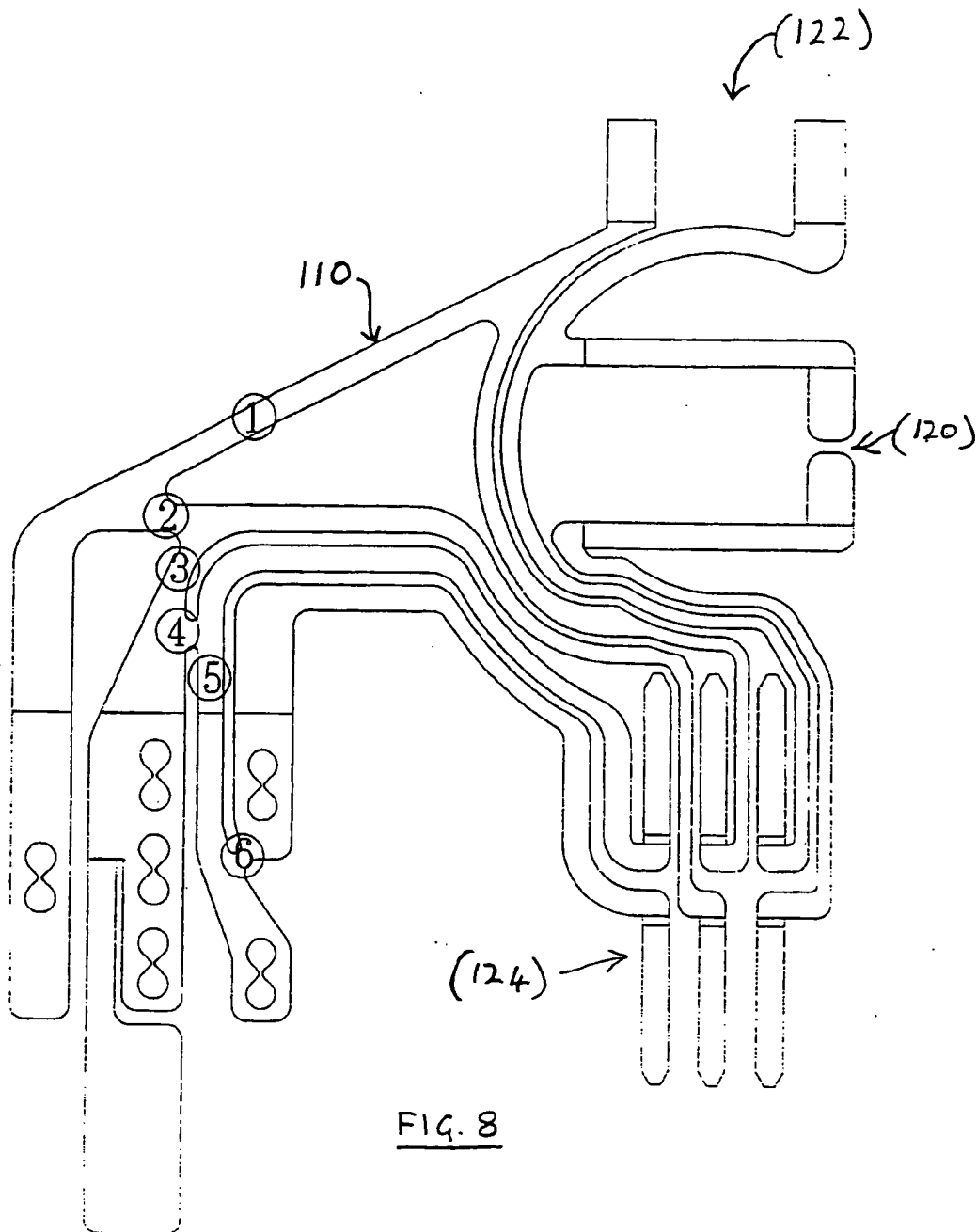


FIG. 8

EP 0 510 843 A1



European Patent  
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# EUROPEAN SEARCH REPORT

Application Number

EP 92 30 3214

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.5)
X	EP-A-0 153 231 (ACIERS ET OUTILLAGE PEUGEOT) * the whole document *	1,5,9-11	E05B47/00 E05B65/32
A	EP-A-0 059 658 (COMPAGNIE INDUSTRIELLE DE MECANISMES) * page 7, line 20 - page 8, line 3 * * page 8, line 9 - line 33 * * abstract; figures *	1-3	
A	EP-A-0 099 820 (A. & M. COUSIN ETABLISSEMENTS COUSIN FRERES) * abstract; claims 1,2; figures *	1,5	
A	WO-A-8 801 334 (SWF AUTO-ELECTRIC GMBH) * claims 18-21; figures 12-14,19-21 *		
P,X	FR-A-2 656 030 (VACHETTE) * page 3, line 27 - page 5, line 23 * * claims; figures *	1,2,6-8, 10,11	
			TECHNICAL FIELDS SEARCHED (Int. Cl.5)
			E05B
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 12 AUGUST 1992	Examiner GIMENEZ BURGOS R.
CATEGORY OF CITED DOCUMENTS		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons A : technological background O : non-written disclosure P : intermediate document & : member of the same patent family, corresponding document	
X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document			

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